

## PLAINT OF THE CATTLE MEN

**Sonators Vest and Plumb Talk Bitterly of What They Call a "Cattle Syndicate."**

**Which They Claim Fixes the Price of Live Stock and Deprives Growers of Millions of Money—The Tariff Debate in the House.**

WASHINGTON, May 3.—Among the bills reported and placed on the calendar, unless otherwise noted, were the following:

The Senate bill to retire certain disabled officers of the army, the bill authorizing the President to retire the retired pay of officers of the army, the bill authorizing the construction of railroad bridges across Trail creek at Michigan City, Ind.; House bill for promotion of army officers after twenty years' continuous service in one grade (a minority dissenting); the Senate bill granting to the Oregon Railway & Navigation Company the right of way through the Nez Percés Indian reservation; the House bill to restore to the public domain part of the Utah valley Indian reservation in Utah.

Mr. Stewart introduced a bill to execute the stipulations of the new Chinese treaty, which was referred. It absolutely prohibits, after ninety days from its passage, the entry of Chinese laborers or laborers of Chinese descent, wherever they may have been born, excepting only such as were, at the date of the treaty, or shall be ninety days after the passage of the act in the United States who may leave the country, having a right to return in pursuance of the terms of the treaty, and such other Chinese laborers as may enter the country for transit across the United States. The last named class are permitted to enter only at the ports of San Diego, San Francisco, Portland, Ore., Boston, New York and New Orleans. It is made a misdemeanor, punishable by fine and imprisonment, for the master of a vessel to bring in any Chinese laborer not lawfully entitled to entry. The Secretary of the Treasury is empowered to make such regulations as he may deem proper to secure the rights of Chinese persons named in Articles 2 and 3 of the treaty, and to protect the United States against the coming and transit of persons not entitled to the benefits of the treaty. He is authorized to prescribe the form of the certificates to be issued and to require the deposit of the photograph of the person to whom the certificate is issued. Failure to comply with the individual named in a certificate is made punishable by not more than \$1,000 fine or five years' imprisonment. Chinese persons found unlawfully in the United States may be arrested and upon conviction may be returned to the country whence they came, the expense of the proceedings being chargeable against the parties who brought them in. Diplomatic and consular officers of the Chinese government are exempted from the act. State courts are prohibited from admitting Chinese to citizenship.

Mr. Palmer introduced a bill for the consideration of the railroad land-grant forfeiture bill, the question being on the amendment offered yesterday by Mr. Hoar. Mr. Hoar withdrew his amendment, which the chairman of the committee had offered to offer one which would accomplish what he [Mr. Hoar] intended to accomplish and something else.

Mr. Palmer thereupon offered an amendment providing that the act shall not be construed to prejudice any right of the Portage Lake Canal Company, or the Ontonagon & Brule River railroad, or any other company, which may be entitled to the lands claimed by such companies, nor to prejudice the right of any person claiming adversely to said companies or their assigns.

After a long discussion, participated in by Senators Spooner, Berry, Palmer, Dolph, Teller and Call, the bill went over without action on the amendment, and will be taken up tomorrow at the close of the morning session.

The Senate then resumed consideration of the bill for the establishment of a bureau of animal industry and to facilitate the exportation of live stock and their products.

Mr. Palmer addressed the Senate in support of the bill, and had read various communications to show the attitude of the opposition to the bill, which was, he said, "machinery work right through." The general idea conveyed was that the opposition came from the existing bureau of animal industry, which he expressed the hope that the bill would pass. If it did not, he would have the satisfaction of having acquired himself of his duty.

Mr. Vest said that at one-tenth of what was stated in the correspondence which had just been read was true, the Commissioner of Agriculture should be put out of office, life, disgraced and dishonored. If the Commissioner had used his official position to defeat or advance legislation, he was unworthy to be a messenger in, much less the spokesman of that great department. He [Mr. Vest] did not believe these statements. He had been diligently searching for the truth all through the morning session, and he found literature on this subject. He could not support the bill. He proceeded to speak of what he called "the cattle syndicate," and said that the people were helpless and within its power. It was the most terrible tyranny ever exercised. There were five men or firms in the city of Chicago which regulated the price of cattle every day. They met every night and fixed the price for next day. The Missouri farmer who sold his cattle from the market quotations that cattle were 3 and 3½ cents a pound, shipped his cattle to Chicago, but when he got there he found that the syndicate had put the price down to 2½ cents. He could not store his cattle, as they would be diminished every day in weight and quality, and so he was compelled to sell at the price of 2½ cents; he went to another Armour agent and got the same answer. He was met all over the city with the sympathy of the syndicate, and he had to take it. So that these men owned the cattle-raiser's property and confiscated it as if they possessed the right to take it from him without paying him a cent. They said Mr. Vest, "about trust, talk about pools; the cattle pool of Chicago is the most infamous syndicate ever existed in the United States. They have got their cattle under the control of the syndicate of the entire West. And I know no remedy for it. The statesman who would invent the remedy would deserve a monument more enduring than the Capitol. He would perform the highest benefaction on the people of the Northwest and on the cattle-raiser of the country."

Mr. Plumb had also something to say on the same subject. In his opinion the worst combination of the country was the combination of beef and pork packers having their headquarters in Chicago. There was no true competition in the Standard Oil Trust, the sugar trust, the copper trust, or any other trust, that had so powerful or so baneful an influence as that combination. For years the price of beef and pork had been going down. They had gone down, he thought, 50 per cent. In the same time the price of meat to the consumer had gone up, and every day the price was going up. The difference had gone into the pockets of that combination. So perfect was their control that they knew absolutely not only how many cattle were to arrive each day at Chicago, but over what roads they were to come, where they had been shipped from, their character, and the men who shipped them. When the cattle reached Chicago the syndicate representative was sent to view them, to put a price upon them; and that was the price at which they had to be sold unless it was made lower. No cattle commission man dared to put up for himself in Chicago. His occupation would be immediately gone. Under the operation of this trust the prices of cattle had declined unaccountably and destructively. It was said to say that on every star of three years old and upwards raised west of the Mississippi river during the past five years, the market value had been, by this combination, reduced not less than \$10 a head. The damage to the State of Kansas alone during that period of time had been more than \$40,000,000; and the wealth of the syndicate had grown proportionately. They had a committee here now, having in their pockets the money of this "atrocious" trust, to get Congress to give them control of the question of cattle quarantine. With that control Chicago would be made "open water," and St. Louis could be guaranteed against. Practically, there was the same influence in St. Louis and in Kansas City. The syndicate had allies in the railroad managers. They had allies in the partners in their stockyards, partners in their feeding stations, and had given them the "cut" out of all the profits derived by them from the time the cattle were shipped until they reached the slaughter in New York or elsewhere. Step by step they had come to the condition where they actually fixed the price of cattle just as though they were the men who raised them, and were the only persons in the world who did raise them. When he considered that they then proposed to have Congress rivet the final chain on the cattle industry in their behalf, he was lost between indignation and indignation at their audacity. He believed that the Commissioner of Agriculture would do as well with the powers given in the bill as anybody else. He had great confidence in him. He would trust him thousands of fold before he would trust anyone in the "combine." He believed in giving to the Commissioner of Agriculture all the powers possible to be given to the commission, and would not vote for any measure that would detract from the power and dignity of that department.

Mr. Blair looked upon the commission to be appointed under the bill as a body far better fitted to exercise the tremendous powers conferred in the bill; as a body far more likely to exercise these powers properly, and to resist the malign, secret influence alluded to by the Senator from Kansas, than the subordinate officials of the Department of Agriculture.

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On an executive session, the Senate adjourned till Monday.

**The Tariff Debate in the House.**  
WASHINGTON, May 3.—On motion of Mr. Byrum, of Indiana, a Senate amendment was concurred in to the House bill providing for the purchase of additional grounds and for the improvement of the postoffice at Indianapolis. The amendment increases the appropriation from \$125,000 to \$150,000.

On motion of Mr. Rogers, of Arkansas, a Senate bill passed authorizing the construction of a railroad bridge at Little Rock, Ark. Mr. Belmont, of New York, presented, and the House adopted, the conference report on the joint resolution accepting, on behalf of the United States, the invitation of the French to take part in the international exhibition to be held in Paris in 1889. The commissioner representing the United States will receive a salary of \$10,000.

The House then went into committee of the whole—Mr. Springer, of Illinois, in the chair—on the tariff bill.

Mr. Wilson, of West Virginia, a member of the ways and means committee, said that the opponents of the bill represented the issue to be between free trade and protection. It was rather an effort of the people to recover the right to tax themselves. In discussing the question of rates of wages, Mr. Wilson referred to the remarks of Mr. Allen, of Massachusetts, as to the prosperity of the wage-earners of Lowell. He wanted to compare, he said, the condition of the Lowell operatives under the Walker tariff and the condition under the present tariff. To show their condition under the revenue tariff, he quoted from Dickens' "American Notes" an extract highly complimentary of the Lowell operatives, and to show the reverse of the picture he quoted an extract from Pigeon's "Old World Countries and New World Amusements" in which the condition of Lowell operatives is drawn in dark colors.

Mr. Allen, of Massachusetts, said he would like a few moments to give the gentleman some of the reasons in regard to the city which he spent his whole life, to refute the statements of an English free-trader.

Mr. Lodge, of Massachusetts—Did I understand the gentleman to say that the present tariff was the cause of the depression of the rates of the tariff of 1882?

Mr. Wilson—About that time.

Mr. Lodge—The "Notes" were published in 1842, four years before the Walker tariff came into existence. [Applause and laughter.]

Mr. Wilson—I have not the exact date of publication, but the tariff of 1842 was not in force at the time of the publication of the "Notes." [Applause.]

Mr. Wilson, continuing, said the gentleman from Massachusetts, [Mr. Lodge] has written the life of Abraham Lincoln, and he wanted to express the gentleman's recollection to the following extract written by him before politics had taken possession of him: "In the year 1791 Hamilton was a revolutionaryist; at the present day he is probably be foremost in urging a revision of the tariff." [Applause and laughter.]

Mr. Lodge was glad that the gentleman had read the passage, for he had not changed his views.

Mr. Wilson (reading): "He [Hamilton] would now be a moderate protectionist, but not one of those who support heavy duties in order to furnish to industries already firmly established, a protection which secured solely to the benefit of the manufacturer and no one else." [Laughter.]

"That," commented Mr. Wilson, "was written since 1842." [Laughter.]

Mr. Lodge—What is the date of that book?

Mr. Wilson—1853.

Mr. Lodge—The copyright date?

Mr. Wilson—1852.

Mr. Lodge—That was before the revision of 1853.

Mr. Wilson—When that was written the average tariff in this country was 42.65 per cent, and now it is 47.1 per cent. In arguing that the tariff of 1842 was the cause of the depression of the rates of the tariff of 1882, he expressed the hope that the bill would pass. If it did not, he would have the satisfaction of having acquired himself of his duty.

Mr. Vest said that at one-tenth of what was stated in the correspondence which had just been read was true, the Commissioner of Agriculture should be put out of office, life, disgraced and dishonored. If the Commissioner had used his official position to defeat or advance legislation, he was unworthy to be a messenger in, much less the spokesman of that great department. He [Mr. Vest] did not believe these statements. He had been diligently searching for the truth all through the morning session, and he found literature on this subject. He could not support the bill. He proceeded to speak of what he called "the cattle syndicate," and said that the people were helpless and within its power. It was the most terrible tyranny ever exercised. There were five men or firms in the city of Chicago which regulated the price of cattle every day. They met every night and fixed the price for next day. The Missouri farmer who sold his cattle from the market quotations that cattle were 3 and 3½ cents a pound, shipped his cattle to Chicago, but when he got there he found that the syndicate had put the price down to 2½ cents. He could not store his cattle, as they would be diminished every day in weight and quality, and so he was compelled to sell at the price of 2½ cents; he went to another Armour agent and got the same answer. He was met all over the city with the sympathy of the syndicate, and he had to take it. So that these men owned the cattle-raiser's property and confiscated it as if they possessed the right to take it from him without paying him a cent. They said Mr. Vest, "about trust, talk about pools; the cattle pool of Chicago is the most infamous syndicate ever existed in the United States. They have got their cattle under the control of the syndicate of the entire West. And I know no remedy for it. The statesman who would invent the remedy would deserve a monument more enduring than the Capitol. He would perform the highest benefaction on the people of the Northwest and on the cattle-raiser of the country."

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On an incongruous picture.

In a show-window on Washington street throngs of people saw this incongruous combination yesterday. First there were two pictures, one representing the battle of Gettysburg, the other the battle of Shiloh; above this was a large photograph of the soldiers' monument, and towering above all these suggestions of patriotism and fidelity to truth and right—what a large but of Thomas A. Hendricks! Truly the historical lecture course of Mr. Izabella has begun now to soon.

That tired feeling, so subtle and so overpowering, entirely overcome by Hood's Sarsaparilla, which tones and strengthens the system and gives a good appetite. Be sure to get Hood's Sarsaparilla. 100 doses one dollar to find out of this peculiar medicine.

## AFFAIRS OF THE RAILWAYS.

## A Big Contract.

The Indianapolis car-works have been awarded the contract for building 2,000 gondola cars, 60,000 pounds capacity. It is said that this is the best contract that has been placed with any car-works in this country this year, and the work will get good prices. With the work now on hand it is asserted that the car-works will be in operation through the entire year. President Millard has other contracts which he is looking after, some of which he is quite sure of securing. The 2,000 cars are for the Atchison, Topeka & Santa Fe, for which road the works have just completed a contract for 1,500 box and 700 flat cars. It is gratifying to note that the class of cars built at the Indianapolis works has an excellent reputation. Those built for the New York and New England roads a year ago are now in good condition and are out-wearing cars built by other works.

**Big Purchase by the Canada Pacific.**  
CHICAGO, May 3.—An evening paper says: "It is announced in railroad circles to-day that the Minneapolis & Saint Louis, the Minneapolis & Pacific, and the Aberdeen & Bismarck railroads, recently consolidated, have been sold to the Canadian Pacific, and that that road would assume control. The negotiations, it is learned, have been pending for some time, but nothing has been made public until the Canadian Pacific has secured control of a majority of the stock and will make a connection at Bismarck from their line, thus giving them a great transcontinental line. It is announced that the road will proceed at once to put the road-bed in first-class condition and put on magnificent through trains to Boston. While not known here yet, the inside figure that it will be a great 'boomer' for Minneapolis, and make that city the commercial center of the Northwest."

**Not Worried by the Decision.**  
Henry Monett, general passenger agent of the New York Central road, wired D. B. Martin, general passenger agent of the Bee-line, yesterday, as follows: "The Pullman company will undoubtedly claim a great victory over the Wagner Palace-car Company on account of the decision of Judge Gresham and Bidgett, rendered on Wednesday, granting a temporary injunction against the Pullman company in its suit against the use of the vestibule platform by the Wagner Car Company. The decision will require that we make but slight alterations, which we intend to make at once. The vestibule cars of the Wagner Palace-car Company in service over the Vanderbilt lines practically as they were before the decision."

**Personal, Local and State Notes.**  
The Lake Erie & Western earned in the month of April \$148,412. Increase over 1887, \$11,211.

Lafayette is one of the best passenger stations on the C. & I. St. L. & C. road. The receipts of the station since April amounted to \$4,765.34.

The Lake Erie & Western is making extra exertions to build up local traffic by putting in spur tracks. Already a dozen or more have been put in, and the traffic is being built up. Freight rates are now better maintained, it is stated, than at any time in many years, but, unfortunately for the roads, there is but little freight which pays equal profits with those of last year.

The Brotherhood of Railroad Brakemen are holding an important meeting at Pittsburgh. Indianapolis roads are well represented, and it is expected the session will not close before Saturday night.

The work of cutting down the grade of the Terre Haute & Indianapolis road at Seelyville has been resumed. A steam shovel and contractor are to be kept at work through the entire season.

C. M. Burt, formerly a Bee-line man, has been appointed chief clerk in the office of Assistant Commissioner Pierce, of the Trunk-line system, at Baltimore & Ohio road, who has gone on to the Baltimore & Ohio road.

W. Steigelmeyer has been appointed agent of the Vandalia at Marshall Crossing, making the seventh man who has taken this position in the last three years. There is a suggestion regarding this station that it is haunted.

East-bound passenger rates out of Chicago are again becoming demoralized. The Chicago & Atlantic is given a differential on Boston business of \$2. The Chicago & Grand Trunk says that unless it is given a like differential it will begin the slaughter of rates.

Weather-signals are displayed on both sides of the baggage-cars on the Cincinnati, Indianapolis & Chicago road, and the Lake Shore, between Cincinnati and Chicago. The signals, when a change is necessary, are put up at Cincinnati, Indianapolis and Chicago.

The decision of the Interstate Commission, to the effect that joint tariffs, as well as local tariffs, must be made public, is doing more to maintain rates than any previous step the commission has taken. The order has been in force but a short time, but good results are already apparent.

General freight agents look for an improvement in earnings with Indiana and Illinois roads, now that the Chicago, Burlington & Quincy and its connections have advanced their rates. Little note to those fixed by the Railroad Commission of that State. This is an advance of from 10 to 15 cents on a portion of their Illinois local business.

All the western lines are carrying a great many immigrants. Tuesday the arrivals in New York were the largest in any day for many years, reaching 4,612. The arrivals last week were 4,500. The Chicago & Grand Trunk says that 1887 was 15,000. Just now the Erie lines seem to be handling more of this class of travel than their competitors.

One who is in position to know the facts says that the improvements which the Union Railway Company are making in this city will cost \$500,000 more than expected when the work was undertaken. He says that the Union Station, when it is completed, will cost \$1,000,000 more than the property it was necessary to purchase to build it.

Thomas Rodd, superintendent and chief architect of the new Union railway station, was in the city yesterday. His running office is at Pittsburgh does not mean that the work is to be hastened any, as usually when he does come he orders so many changes made that they are barely completed before he returns to see what progress is making on the work.

The longest tunnel in the world is the one at Schenitz, Hungary. It has a length of 10,277 feet. The longest tunnel in the United States is the one at the Lake Shore, which is 10,277 feet long. The work was let at about \$35 a yard, but the cost was about \$110 a yard.

The feeling prevails among freight men that the conditions are favorable for a fair business this month. There has been a large amount of work done in the past few days, and the premium which corn now commands, and the deferred months will induce shippers to sell all their country holdings and rush the corn forward. The live stock movement is also expected to be heavy.

Time is demonstrating that giving roads differential on freight is much more expensive and important in its results than allowing differentials on passenger traffic. Shippers are not so particular about getting freight through at a certain day or hour as a passenger is to reach his destination. Consequently, giving differentials on passenger traffic, which would be so particular about getting freight through at a certain day or hour as a passenger is to reach his destination.

The citizens of Brazil, Ind., who want a new depot at that point so badly would do well to bear in mind that most railroad managements are inclined to extend such improvements sooner or later, but they know of no one who would be a little slow about making such improvements, but when the right time comes they will be ready to build a station of which they may be proud.

The eight clubs in the Base-ball League will this season travel 17,736 miles, and pay for such transportation \$31,432.40. The contract which has been made for the eight clubs for the season covers the following roads: The Cincinnati, Indianapolis, St. Louis & Chicago, the Pennsylvania lines east and west of Pittsburgh, the Michigan Central, the Lake Shore, the New York Central, the Boston & Albany and the New York & New England. On some but a small mileage of road is made, the Lake Shore, for instance, carries them but sixty-five miles.

An observing railroad official yesterday remarked that a reform was in progress as regards rate wars. Stockholders have become tired of the losses of the general offices, and are running things and hereafter they will be called to account for their shortcomings in this direction. Flimsy excuses, he said, would no longer be taken. He knew of one board of directors of the most important roads in the country which had taken very strong grounds regarding this rate-cutting business, and if the large but of Thomas A. Hendricks would be less rate-cutting in the future than there has been in the past.

Calvin Brice, president of the Lake Erie & Western road, has reached home, and West to the road he recently telegraphed East as regards this property—"that he is fully satisfied with the condition of the Lake Erie & Western and its Peoria extension just opened. The latter

will in a few weeks be used as a part of a new through line from the seaboard to the far West. For such through business the Peoria extension is admirably situated, and the business originating at Sandusky from the lake lines, the Vanderbilt and other railroads, will be increased by the Erie & Western and the Chicago, Burlington & Quincy in very satisfactory time compared with that made by the routes including Chicago."

## MINOR CITY MATTERS.

**To-Day's Doings.**  
G. A. R. RECEPTION OF COMMANDER-IN-CHIEF—Tomlinson Hall, evening.  
REPUBLICAN PRIMARIES FOR JUDICIAL CONVENT—N-730 o'clock, evening.  
GRAND OPERA-HOUSE—Morris' Equine-canine Paradox, afternoon and evening.  
THE MUSEUM—Florence Hindley, afternoon and evening.

**May Events to Occur.**  
Saturday, 5.—Republican judicial convention; Democratic county central committee.  
Monday, 7.—A. M. E. General Conference.  
Tuesday, 8.—Indiana Musical Association; special exercises of Order of Iron Hall.  
Wednesday, 9.—Annual art exhibition; Mendelssohn concert.  
Thursday, 10.—Democratic judicial, joint representative and senatorial conventions.  
Friday, 11.—State convention of Woman Suffrage Association.  
Monday, 21.—Convention of Commissioners of Labor.  
Tuesday, 22.—Grand Lodge F. and A. M.; Grand Grove Druids.  
Thursday, 24.—Fly-fisherman's tournament.  
Saturday, 26.—Anniversary of the Indianapolis Orphan Asylum.  
Wednesday, 30.—National convention of Prohibitionists.

**Local News Notes.**  
Marriage licenses were issued yesterday to William Cole and Mary Buckner, Charles A. Allison and Frankie Perkins, George Taylor and Nancy McVay.

Kaufmacher & Denig received \$6,000 on part of their final estimate on the State-house contract. For the balance a certificate of \$92,000 was taken by them.

Warden Patten, of the southern prison, has filed his report with the Auditor of State's office, for the quarter ending the last of April. The receipts were \$18,902.34, and expenses \$17,724.78.

The Physio-Medical Association has elected the following officers for the ensuing year: George Hasty, president; Dr. W. C. Dr. A. Anthony, secretary and treasurer, Dr. A. W. Fisher.

While tearing away an old bridge on Lord street, near the oil tank, last evening, some workmen found a well-developed iron pipe, which had evidently been killed and placed there a few days before. The coroner was notified and he will make an investigation.

At the annual meeting of the Indiana Iron-masters' Union, just closed in this city, the following officers were elected: President, M. J. Farrell, of New Albany; secretary, John Shirley, Evansville; treasurer, Robert F. Emmett, Indianapolis. The union now has a membership of over 2,000.

**Personal and Society.**  
Mr. and Mrs. James McKee will entertain a few friends at cards this evening.

Mrs. W. P. Gallup and daughter will leave for Chicago to-day, to reside permanently.

Miss E. C. Merrill, law stenographer, of Chicago, is the guest of Mrs. May Wright Sewall.

Mrs. T. M. Eddy, of Chicago, is the guest of Mrs. C. C. Haskins, of this city.

Miss May King entertained a number of her friends last evening at her residence on North Illinois street.

John H. Sonntag, of Evansville, clerk of the State Treasurer, has been appointed assistant State Treasurer.

Mrs. Geo. S. Smythe, of Orlando, Fla., is in the city for a few days, en route to Minneapolis to spend the summer.

W. N. Harding, chairman of the Republican county central committee, has returned from Hot Springs much improved in health.

The ladies of St. John's St. Vincent de Paul Society will give a social this evening at the residence of Mr. R. S. Shiel, on North Meridian street.

Mr. and Mrs. J. H. Holliday were called to Baltimore yesterday by the illness of Mrs. Holliday's father, Alexander Kisman, which has been a long illness.

Mrs. Geo. W. Dunn, a former resident of this city, and niece of Alexander Morrison, has returned from Chicago for permanent residence. She will make her home with Mr. Robert Allison, on North Illinois street.

Programs of choice readings will be given by Miss Emily Bingham this evening at Plymouth Church. Miss Bingham will be assisted by Mr. Will Daggett, tenor at St. Paul's, who will sing twice. The readings will be an introduction to an Indianapolis audience, as her previous appearances have placed her at the head of home talent in her specialty.

This week Mrs. Ormiston Chant, of England, is the guest of Mr. May Wright Sewall, and yesterday afternoon the most highly educated and cultured women of the city were invited to a conversation on "English Women in Reform," by Mrs. Chant.

Mr. Chant was introduced by Mrs. Sewall, and then for an hour she held her audience completely by her brilliant and original presentation of the subject. She was so prominent a member. She cited numerous facts and figures, and her presentation was so taken hold and carried to success many good plans for improvement. Mrs. Sewall was assisted in entertaining by Mrs. James B. Black, Mrs. E. C. Atkin, Mr. Will C. Gray, and Miss Louise Bright. The handsome parlors were tastefully arranged with flowers, mostly apple blossoms, filling the air with their fragrance. There were nearly two hundred guests, and each and everyone enjoyed the rich treat prepared for them. Mrs. Chant will speak to-day at the Reformatory and Woman's Club.

**REDDING AT RUSSVILLE.**  
Special to the Indianapolis Journal.  
RUSSVILLE, Ind., May 3.—S. P. Hollingsworth and Miss Lottie Hays were married on Tuesday, at the residence of the bride's parents in this place, Elder Frazier, of Kokomo, officiating. They will make Russville their home.

The nuptials of Mr. F. R. Wright and Miss Mada Leonard occurred last night, at the bride's home, Rev. J. S. Wright, of Logansport, officiating.

**THE T. D. C. DANCE AT GREENFIELD.**  
Correspondence of the Indianapolis Journal.  
GREENFIELD, Ind., May 3.—The annual May dance of the T. D. C. took place in Masonic Hall last night. The hall was beautifully decorated with potted and cut flowers; the windows and doors were draped in pink and light green and the ceilings festooned in the same colors. Hart's full band occupied the stage, which was hung in lace curtains, and discoursed the most delightful music during the evening. The sides of the stage were banked in with cut flowers. Over one hundred couples were present and they "tripped the light fantastic toe" till the "wee sma' hours." At 12 o'clock a sumptuous repast was served in the parlors of M. K. Cummings, the caterer. Among those present from a distance were: Misses Florence Malott, Ella Kneisel, Estelle Walsh, Carrie Malott, Ward Mattie and Johnson, Messrs. Coridon, Holmes, Dan and John Brouman, Forum, W. P. Hume, Johnson and others, of Indianapolis; Miss Grace Gilpin, Winifred, In. Miss Whiteall, Ferguson, Mannie and Maggie Boblett, Welbourne and Morris, and Messrs. Church, Bell, Wilkison and Cameron, of Knightstown; Misses Ireland, Clark, Gray and Nellie Taylor, of Ellettsville, Salenars, and Messrs. Harden, Wendell, Steinhenson, Silvers and Arden, Mrs. Dix Saylor, and Misses Prottzman, Levenson, Nelsons, Minnie and Mabel, of Mott, Ind.; Messrs. Dunn, Saylor, Steinhauer, Maholin, Major and Cheney, of Shelbyville; H. E. Valentine, Columbus; Eugene Blackburn, C. E. Ginter, of Central, the Lake Shore, the New York Central, the Boston & Albany and the New York & New England. On some but a small mileage of road is made, the Lake Shore, for instance, carries them but sixty-five miles.

**Charged with Embezzlement.**  
Frank McCabe, for several months a collector for Hyman Bros., publishers of the Herald, has been arrested, charged with appropriating \$30 of his employers' money. It is thought that an investigation will show that his speculations are more than just supposed. He will have a hearing before the Mayor to-morrow.

**Reception to Commander Rea.**  
The commander-in-chief of the Grand Army, John P. Rea, will reach the city this morning at 11 o'clock, and all members of the various posts who can do so are requested to meet at the depot fifteen minutes earlier. Commander Rea will be escorted to the New Denison, and from 4 to 6 o'clock this afternoon he will there hold a reception. At 7:30 o'clock members of the posts will meet at the hotel and escort

him, under the direction of General Carathan to Tomlinson Hall, where a welcome to the commander-in-chief will be delivered by Department Commander Vansdol. General Rea will respond, and after that it is to be followed by a program consisting of addresses by Major Collins, Ben J. Smith, Major Mitchell, Charles W. Lee, Past Commander; Chase and Bennett, the Marcellaine by Mrs. Anna L. Walker, songs by a quartet, and the reading of "Good-bye Jim" by James Whitcomb Riley. The evening will close with five minute talks.

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